LTIP Project #3

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99 CBR03

IMPORTANT: Please consult the "Instructions for Completing the Project Applica completion of this form.

SUBDIVISION: Hamilton County **CODE#** 061- 00061

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 09 / 01 / 05

CONTACT: Tim Gilday **PHONE #** (513) 946 - 8914

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 946-8901 **E-MAIL** tim.gilday@hamilton-co.org

PROJECT NAME: WINTON ROAD IMPROVEMENT PHASE III

SUBDIVISION TYPE
(Check only 1)
X 1. County
__2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.) 1,825,000

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
X 1. Grant $ 1,752,000.00
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater 876,000

EDC 12-13-05

TOTAL PROJECT COST: $ 3,650,000.00

FUNDING REQUESTED: $ 1,752,000.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$** 876,000 **LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.
RLP LOAN: $_____ **RATE:**_____% **TERM:** _____yrs.

(Check only 1)
__State Capital Improvement Program __Small Government Program
X Local Transportation Improvements Program

OFFICE OF NEW BURLING COUNTY ENGINEER
2005 SEP 15 AM 7:4

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$_____.00	
Preliminary Design	$_____. 00		
Final Design	$_____. 00		
Bidding	$_____. 00		
Construction Phase	$_____. 00		
Additional Engineering Services *Identify services and costs below.		$_____.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.) Construction Costs:		$ 3,650,000.00	1,825,000
d.) Equipment Purchased Directly:		$_____.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	JDC 12-13-05
f.) Construction Contingencies:		$_____.00	
g.) TOTAL ESTIMATED COSTS:		$ 3,650,000.00	1,825,000

*List Additional Engineering Services here:
Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 1,825,000.00 912,500	50
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER Springfield Twp.	$ 73,000.00 36,500	2
	SUBTOTAL LOCAL RESOURCES:	$ 1,898,000.00 949,000	52
d.)	OPWC Funds		
	1. Grant	$ 1,752,000.00 876,000	48
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 1,752,000.00 876,000	48
e.)	TOTAL FINANCIAL RESOURCES:	$ 3,650,000.00 1,825,000	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date:
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: WINTON ROAD IMPROVEMENT PHASE III

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

The project is located in Springfield Township. The construction limits are as follows:

From Reynard Avenue to Fleming Road *(Please see the attached location map).*

PROJECT ZIP CODE: 45231

B: PROJECT COMPONENTS:

Widening of pavement from present 44 feet (except at north and south ends) to a uniform 57 feet, which will provide a five-lane pavement. Remove existing curb and a minimum of 2 ½' of existing deteriorated pavement along each side. Remove and replace sidewalks. Perform extensive full depth pavement replacement. Place structural overlay over existing portions of pavement. Intersections and bus stops will be constructed of concrete.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Project length is 4,800 LF (0.9128 miles). The completed project will be a uniform 57 feet wide throughout and will be striped to provide a continuous left turn lane in the center.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT: 30,000 Year: 2005 Projected ADT: _ Year:

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 30 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	~~$2,920,000.00~~ 1,460,000
TOTAL PORTION OF PROJECT NEW/EXPANSION	~~$730,000.00 (20%)~~ 365,000

JPC

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	11 / 30 / 02	01 / 31 / 05 (2-13-05
4.2	**Bid Advertisement and Award:**	11 / 30 / 06	12 / 31 / 06
4.3	**Construction:**	02 / 15 / 07	12 / 31 / 08
4.4	**Right-of-Way/Land Acquisition:**	06 / 15 / 06	11 / 30 / 06

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	William W. Brayshaw
TITLE	Hamilton County Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8902
FAX	(513) 946 - 8901
E-MAIL	william.brayshaw@hamilton-co.org

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Dusty Rhodes
TITLE	Hamilton County Auditor
STREET	138 East Court Street Room 304, CAB
CITY/ZIP	Cincinnati, OH 45202
PHONE	(513) 946 - 4045
FAX	(513) 946 - 4043
E-MAIL	auditor@fuse.net

5.3 PROJECT MANAGER

PROJECT MANAGER	Timothy Gilday
TITLE	Planning & Design Engineer
STREET	10480 Burlington Road
CITY/ZIP	Cincinnati, OH 45231
PHONE	(513) 946 - 8914
FAX	(513) 946 - 8901
E-MAIL	tim.gilday@hamilton-co.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.**

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.**

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.**

[ ] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[ ] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[X] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

William W. Brayshaw, P.E., P.S., Hamilton County Engineer
Certifying Representative (Type or Print Name and Title)

William W. Brayshaw 9-12-05
Signature/Date Signed

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

STATEMENT OF USEFUL LIFE

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the Winton Road Improvement Phase III project will have a useful life of at least 30 years.

CONSTRUCTION COSTS:

The opinion of Project Construction Costs is based on current unit price experience and is subject to adjustment upon completion of detailed plans and receipt of an acceptable proposal by a qualified contractor.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E., - P.S.
HAMILTON COUNTY ENGINEER

WINTON ROAD - PHASE 3
Reynard to Fleming

ITEM NO.	REF	ITEM DESCRIPTION	UNIT	QTY	UNIT COST	ITEM COST
1	201	CLEARING AND GRUBBING, AS PER PLAN	LS	1	$18,000.00	$18,000.00
2	202	WALK REMOVED	SF	33,000	$1.25	$41,250.00
3	202	PAVEMENT REMOVED (INCL. CURB)	SY	2,667	$9.00	$24,003.00
4	202	PIPE REMOVED, 24" AND UNDER	LF	250	$12.00	$3,000.00
5	202	GUARD RAIL REMOVED	LF	26	$8.00	$208.00
6	202	CATCH BASIN REMOVED	LF	22	$250.00	$5,500.00
7	202	REMOVAL MISC: FENCE REMOVED	LF	300	$5.00	$1,500.00
8	202	REMOVAL MISC.: EX. HEAD WALL (FOR UP TO 30" PIPE)	EA	1	$200.00	$200.00
9	202	REMOVAL MISC.: PRIVATE SIGN FOOTING	EA	8	$225.00	$1,800.00
10	202	REMOVAL MISC.: EX. TRAFFIC SIGN AND POST	EA	35	$5.00	$175.00
11	202	REMOVAL MISC.: WALL	LF	135	$30.00	$4,050.00
12	202	PLUG EXISTING PIPE	EA	7	$100.00	$700.00
13	202	REMOVAL MISC: CONCRETE DRIVE	SY	160	$10.00	$1,600.00
14	203	EXCAVATION, AS PER PLAN	CY	4,200	$12.00	$50,400.00
15	203	EMBANKMENT	CY	700	$10.00	$7,000.00
16	204	SUBGRADE COMPACTION	SY	7,500	$1.50	$11,250.00
17	204	PROOF ROLLING	HR	50	$100.00	$5,000.00
18	252	FULL DEPTH PAVEMENT REPAIR	SY	3,750	$150.00	$562,500.00
19	254	PAVEMENT PLANING, ASPHALT CONCRETE	SY	30,000	$2.00	$60,000.00
20	302	ASPHALT CONCRETE BASE	CY	1,700	$115.00	$195,500.00
21	302	ASPHALT CONCRETE BASE (FOR DRIVEWAYS)	CY	100	$115.00	$11,500.00
22	302	ASPHALT CONCRETE BASE FOR DRIVEWAY MAINTENANCE	CY	120	$115.00	$13,800.00
23	304	GRANULAR MATERIAL FOR SUBGRADE REPAIR	CY	150	$35.00	$5,250.00
24	448	ASPH CONC, SURFACE COURSE, TYPE 1H (1.5") (DRIVEWAYS)	CY	22	$115.00	$2,530.00
25	448	ASPHALT CONCRETE, SURFACE COURSE, TYPE 1H (1.5")	CY	1,350	$115.00	$155,250.00
26	448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE II, PG (64-28)	CY	2,950	$115.00	$339,250.00

WINTON ROAD - PHASE 3
Reynard to Fleming

ITEM NO.	REF	ITEM DESCRIPTION	UNIT	QTY	UNIT COST	ITEM COST
27	452	CONCRETE DRIVE REPLACEMENT	SY	750	$43.00	$32,250.00
28	452	12" CONCRETE FOR BUS STOPS	SY	1,200	$70.00	$84,000.00
29	452	12" CONCRETE FOR THE INTERSECTION AREAS	SY	5,000	$70.00	$350,000.00
30	603	12" TO 24" CONDUIT	LF	700	$65.00	$45,500.00
31	603	FARM DRAINS / ROOF DRANS	LF	250	$8.00	$2,000.00
32	604	MANHOLE, NO. 3	EA	1	$2,500.00	$2,500.00
33	604	STORM MANHOLE ADJUSTED TO GRADE	EA	17	$200.00	$3,400.00
34	604	SANITARY MANHOLE ADJUSTED TO GRADE	EA	15	$200.00	$3,000.00
35	604	STORM MANHOLE RECONSTRUCTECD TO GRADE	EA	16	$500.00	$8,000.00
36	604	SANITARY MANHOLE RECONSTRUCTECD TO GRADE	EA	6	$500.00	$3,000.00
37	604	CATCH BASIN, NO. 3	EA	20	$1,500.00	$30,000.00
38	604	CATCH BASIN, NO. 3A	EA	4	$1,500.00	$6,000.00
39	604	CATCH BASIN, NO.2-2-B	EA	5	$1,000.00	$5,000.00
40	604	CATCH BASIN ADJUSTED TO GRADE	EA	7	$200.00	$1,400.00
41	604	CATCH BASIN RECONSTRUCTECD TO GRADE	EA	2	$500.00	$1,000.00
42	604	HEADWALL, HW-4A FOR 15" PIPE	EA	1	$1,000.00	$1,000.00
43	604	VALVE CHAMBER RECONSTRUCTED TO GRADE	EA	3	$500.00	$1,500.00
44	604	SANITARY MANHOLE RECONSTRUCTED TO GRADE - HD	EA	3	$500.00	$1,500.00
45	605	UNCLASSIFIED PIPE UNDERDRAIN, 707.15 (6")	LF	250	$10.00	$2,500.00
46	606	GUARDRAIL, TYPE 5 WITH REFLECTORS	LF	30	$20.00	$600.00
47	607	FENCE, TYPE CL	LF	750	$20.00	$15,000.00
48	608	CONCRETE WALK (5" THICK)	SF	42,500	$3.00	$127,500.00
49	452	CONCRETE DRIVES (7" - DRIVES)	SF	18,000	$5.00	$90,000.00
50	608	CURB RAMP TYPE 1 FOR FORMING ONLY	EA	12	$200.00	$2,400.00
51	608	CURB RAMP TYPE 2 FOR FORMING ONLY	EA	2	$100.00	$200.00
52	609	CURB, TYPE 6	LF	9,500	$15.00	$142,500.00

WINTON ROAD - PHASE 3
Reynard to Fleming

ITEM NO.	REF	ITEM DESCRIPTION	UNIT	QTY	UNIT COST	ITEM COST
53	614	MAINTAINING TRAFFIC	LS	1	$149,184.00	$149,184.00
54	615	PAVEMENT FOR MAINTAINING TRAFFIC, CLASS B	SY	600	$25.00	$15,000.00
55	619	FIELD OFFICE, TYPE A	LS	1	$10,000.00	$10,000.00
56	623	CONSTRUCTION LAYOUT	LS	1	$25,000.00	$25,000.00
57	632	SIGNAL WORK	LS	1	$300,000.00	$300,000.00
58	641	PAVEMENT MARKING & SIGNAGE	LS	1	$20,000.00	$20,000.00
59	644	EDGE LINES	MI	3.5	$1,200.00	$4,200.00
60	644	CENTER LINES	MI	2.2	$1,500.00	$3,300.00
61	644	STOP LINES	LF	400	$1.50	$600.00
62	644	LANE LINE	MI	4	$1,200.00	$4,800.00
63	644	LANE ARROWS	EA	40	$150.00	$6,000.00
64	653	TOPSOIL FURNISHED AND PLACED	CY	1,450	$35.00	$50,750.00
65	659	SEEDING & MULCHING	SY	17,500	$4.00	$70,000.00
66	SPL	SANITARY CONNECTION	LF	100	$12.00	$1,200.00
67	SPL	WATER WORKS	LS	1	$175,000.00	$175,000.00
68	SPL	CONTINGENCIES	LS	1	$350,000.00	$350,000.00

TOTAL **$3,650,000.00**

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

PHONE (513) 946-4250 FAX (513) 946-4288

September 1, 2005

STATUS OF FUNDS REPORT

Project: **WINTON ROAD IMPROVEMENT PHASE III – Reynard to Fleming**

This is to certify that the sum of $1,825,000.00 is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Road and Bridge Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

Chief Financial Officer: _____

Dusty Rhodes, Auditor
Hamilton County

HAMILTON COUNTY, OHIO
Founded 1795

ADMINISTRATION

9150 WINTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-1410
Fax (513) 729-0818
www.springfieldtwp.org

September 13, 2005

STATUS OF FUNDS REPORT

Project: **WINTON ROAD IMPROVEMENT PHASE III**

This is to certify that the sum of *$73,000.00* is available as the local matching funds in connection with the application for State Capital Improvement Program Funds for the above-mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds will be encumbered and certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer: _____
Tom Bryan, Trustee

Chief Financial Officer: _____
Tom Bryan, Trustee

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1232

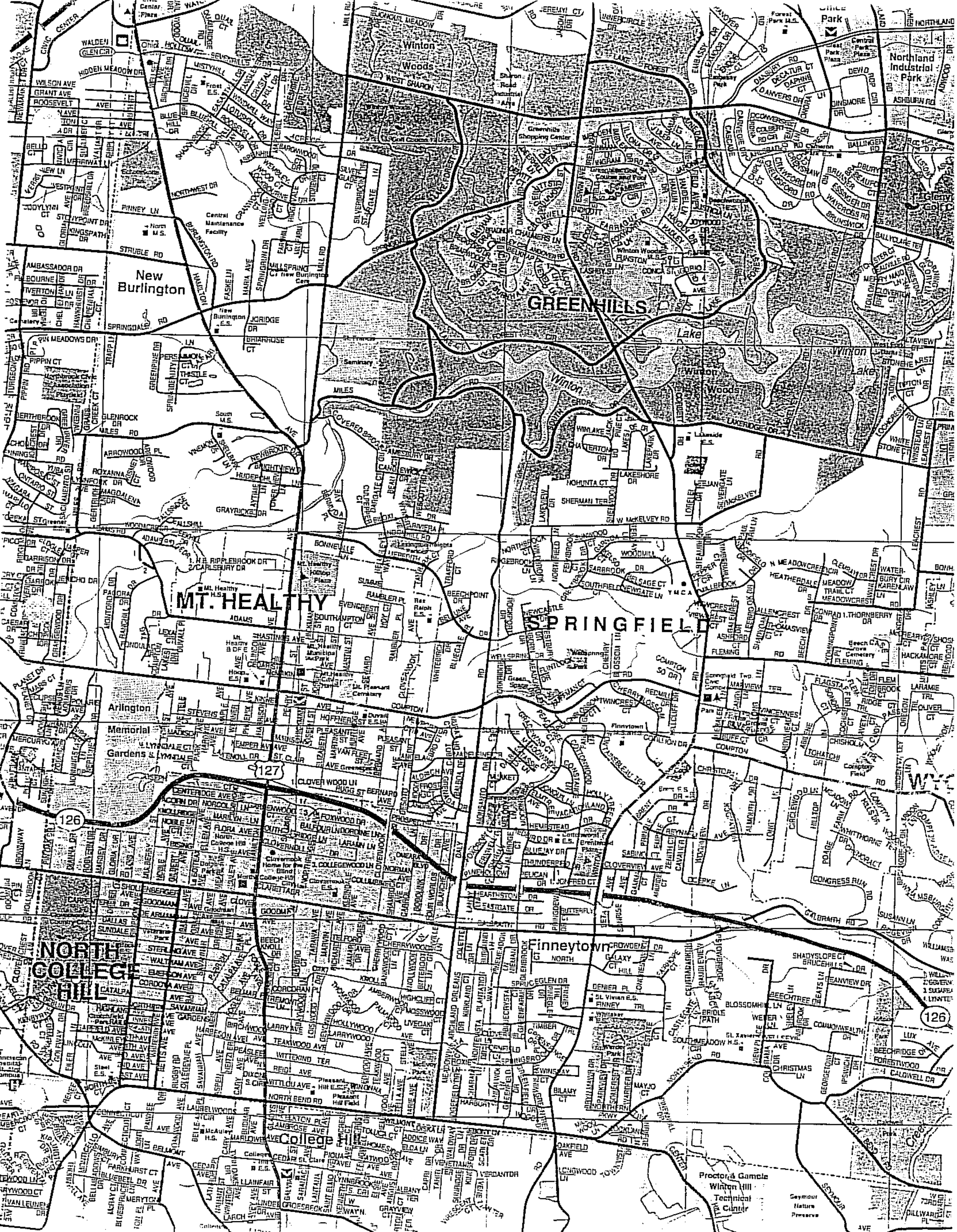
PHONE (513) 946-4250 FAX (513) 946-4288

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **WINTON ROAD IMPROVEMENT PHASE III** project application are a true and accurate count done by the Hamilton County Engineer's Office, Traffic Division.

William W. Brayshaw

WILLIAM W. BRAYSHAW, P.E.- P.S.
HAMILTON COUNTY ENGINEER



New Burlington
GREENHILLS
MT. HEALTHY
SPRINGFIELD
NORTH COLLEGE HILL
College Hill
Finneytown
Winton Woods
Winton Lake
Northland Industrial Park
Arlington Memorial Gardens
Greenhills Shopping Center
Sharon Road Industrial Area
Central Maintenance Facility
Proctor & Gamble Winton Hill Technical Center
Seymour Nature Preserve
Mt. Healthy Hilltop Plaza
Lexington Heights Park
Springfield Twp. Civic Complex
Compton Field
Northbrook Civic Association Playfield
Seminary
YMCA
127
126
WEST SHARON
WINTON
HAMILTON AVE
MILL RD
SPRINGDALE RD
MILES RD
STRUBLE RD
COMPTON RD
W McKELVEY RD
LAKERIDGE DR
NORTH BEND RD
GALBRAITH RD
ADAMS RD
HASTINGS AVE
GOODMAN AVE
NORTHLAND
ASHBURN RD
BALLINGER RD
BURLINGTON RD
COVERED BRIDGE
FLEMING RD
ASHPORD CT
KIRKLAND CT
PLANTATION WAY
DALY
CENTER HILL

ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? __X__YES ____NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Winton Road was widened on both sides, from a two-lane to a four-lane road, over forty years ago. In the intervening time, it has been subjected to heavy use, both from heavy loads and heavy volumes. This has resulted in extensive areas of base failure and continual maintenance activity, including grinding, partial resurfacing and micro sealing. In addition numerous utility cuts, both lateral and longitudinal, have been made over the years resulting in pavement distress (settlement, separation, rutting and shoving) in the surface. A total of 3,750 SY (15.5% - see attached sheets) of full depth pavement removal/replacement will be required to correct deteriorated existing pavement. A ***structural overlay*** involving 3 ½" (minimum) of asphaltic intermediate course and 1 ½" of asphaltic concrete surface course is necessary over the existing portion of the pavement to bring the pavement up to sufficient load bearing capability. The curbs on both sides are severely disintegrated and have been repeatedly patched. Complete curb replacement is necessary. Please note that the County Engineers Pavement Management System (PCI) rated the pavement as a "29". The attached documentation and PCI scale sheet shows 29 as in the poor to very poor range. ***Please see the attached Pavement Cores report. It very clearly shows the concrete as disintegrating***. The pavement is in very poor condition. As shown in the attached photos, roadway drainage is very poor, forcing motorists to navigate through large puddles and swales. Drainage problems have also led to the poor condition of the pavement, especially in winter when freezing occurs.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The completed project will provide a significantly safer facility resulting from the inclusion of a continuous left turn lane and (the separation of the turns from the through traffic). The likelihood of "rear-end" accidents thus will be significantly reduced. The improved (increased) roadway crown and the elimination of ruts and "shoved" areas at bus stops and at intersections will expedite surface run off, eliminating standing water and thus lessen the potential for icing. During the three-year period 2002 thru 2004 there were 236-recorded vehicular accidents within the limits of the project. This does not include those related to animals, running red lights, ice/snow, backing, running off the road and failure to control the vehicle. There were 34 accidents involving injuries. Please see included "Traffic Accident Analysis" prepared by the Hamilton County Engineer's Traffic Department. The addition of left turn lanes improves the safety and efficiency of traffic flow between the two Compton Road intersections. The latest 3-

year average accident data indicates the mid-block link between Compton (west) and Compton (east) now has an accident rate that is over 4.5 times the noted state average. 15 Injury type accidents occurred during the 3-year period.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?
Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are no significant health issues involved with this project.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Winton Road Improvements Phase III

Priority 2 East Kemper Road Improvement

Priority 3 Remington Road/Loveland Madeira Road Intersection Improvement

Priority 4 Winton Road Improvements Phase I

Priority 5 Winton Road Improvements Phase II

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.)

_____

_____

_____

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

Within this section of Winton Road are several retail/office locations that are vacant or underused. The added left turn lanes of this project will permit easier access to these sites and encourage/permit economic growth.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding.

Springfield Township *(See attached letter)*

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems or hazards (be specific).

According to a Corridor Study (attached), an analysis of the north-south traffic patterns revealed that movement during peak hours has significantly increased since the opening of the Ronald Reagan Highway. The increase in movement is approximately 8% over the past three years. Without the recommended changes, the Level of Service at intersecting streets will fail. With the improvements, an acceptable LOS can be achieved and sustained until 2025.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS ___F___ Proposed LOS ___A___

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

_____

_____

10) If SCIP/LTIP funds are granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months ___6___

a.) Are preliminary plans or engineering completed? Yes ___X___ No _____ N/A _____

b.) Are detailed construction plans completed? Yes ___X___ No _____ N/A _____

c.) Are all utility coordination's completed? Yes _____ No ___X___ N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No ___X___ N/A _____

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Once funding is secured, Hamilton County will pursue the establishment of the project that permits appropriation to acquire the needed parcels if necessary. A neutral party will appraise each parcel and R/W agents will meet with owners. If negotiations are not successful, a court case will be filed and the property acquired by appropriation.

e.) Give an estimate of time needed to complete any item above not yet completed. ___12___ months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Winton Road is a major north-south highway extending from the industrial area of Spring Grove Avenue in Cincinnati to Gilmore Road and beyond in Butler County in the north. Winton Road connects with major east-west roads including North Bend, Galbraith, Compton, Fleming, Sharon and Kemper Roads. In addition it is a direct connection to Ronald Reagan Highway (SR 126) and Interstate 275.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NO BAN

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 30,000 X 1.20 = 36,000 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Optional $5.00 License Tax X

Infrastructure Levy _____ Specify type _____

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 20 - PROGRAM YEAR 2006
PROJECT SELECTION CRITERIA
JULY 1, 2006 TO JUNE 30, 2007

NAME OF APPLICANT: HAMILTON COUNTY

NAME OF PROJECT: WILSON RD. IMPROV. - PH. III

RATING TEAM: 1

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
(10) - Moderately Fair
5 - Fair Condition
0 - Good or Better

- MIDDLE 2 LANES RECENTLY OVERLAID.
- 3 OF 4 CORED AREAS NOT BEING FULL DEPTHED.
- GRINDING WILL DISRUPT THE INTEGRITY OF THE DETERIORATED BASE, REQUIRING A STRUCTURAL OVERLAY (CORES SHOW BASE DETERIORATED)
- VISUAL ASSESSMENT AGREES W/ 10 POINTS, BUT THE PROPOSED WORK WARRANTS CONSIDERATION OF 17 PTS.

Appeal Score 17? 15

Criterion 1 - Condition REQUIRES REHAB TO MAINTAIN INTEGRITY?

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
(20) - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

Appeal Score

_____

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
(0) - No measurable impact

Appeal Score

_____

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score

_____

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) To what extent will a user fee funded agency be participating in the funding of the project?

(10) – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure new employment
5 – The project will permit more development
(0) – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
(10) – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds _____%

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds _____%

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(1) – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

_____ _____%
_____ _____%
_____ _____%
_____ _____%
_____ _____%

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

(10) – Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

widening throughout w/ center LT lane
LT lanes @ Compton
LOS C in future

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

(5) Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 &.18

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

(10) – Major Impact
8 – Significant Impact
6 – Moderate Impact
4 – Minor Impact
2 – Minimal or No Impact

Appeal Score

_____

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
(6) Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

(10) 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

36,000

Appeal Score _____

Criterion 14 - Users
The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)*

5 - Two or more of the above
(3) One of the above
0 - None of the above

$5 License plate fee

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.